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Light vehicles: Regulations Nos. 68 (Measurement of the maximum speed, including electric vehicles), 83 (Emissions of M_1 and N_1 vehicles), 101 (CO_2 emissions/fuel consumption) and 103 (Replacement pollution control devices)

Proposal for a new Supplement to the 00 and 01 series of amendments to UN Regulation No. 101 (CO_2 emissions/fuel consumption)

Submitted by the expert from the International Organization of Motor Vehicle Manufacturers*

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) to adapt the provisions in UN Regulation No. 83 to allow the usage of WLTP-based Ki and Deterioration Factor (DF) factors as well as On-Board Diagnostics (OBD) demos. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21 and Add.1, Cluster 3), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

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I. Proposal

In Annex 10 of UN Regulation No. 101, add a new paragraph 1.2.:

"1.2. **Alternative procedure**

As an alternative to the procedure set out in this Annex, the manufacturer may use the results determined by the WLTP procedure, described in Appendix 1 to Annex 6 of the UN GTR No. 15, Amendment 4.

In this case, the following additional provisions apply:

(a) At the request of the manufacturer and with the agreement of the responsible authority, the Extra High phase may be excluded for determining the regenerative factor Ki for Class 2 and Class 3 vehicles.

(b) Instead of the criterion described in paragraph 2.2. of this Annex the criterion shall be based on the WLTP test mass: The test mass of each vehicle in the family must be less than or equal to the test mass of the vehicle used for the Ki demonstration test plus 250 kg.

(c) Additive or multiplicative Ki is valid and is to be applied accordingly."

II. Justification

1. The influence of different test cycles on the factors is limited, additionally the WLTP provides the more recent and robust testing.

2. In the case a manufacturer approves a vehicle according to WLTP, it saves significant testing burden, if that results can also be used for UN Regulations Nos. 83 and 101 approvals.